

This Page Is Inserted by IFW Operations  
and is not a part of the Official Record

## BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images may include (but are not limited to):

- BLACK BORDERS
- TEXT CUT OFF AT TOP, BOTTOM OR SIDES
- FADED TEXT
- ILLEGIBLE TEXT
- SKEWED/SLANTED IMAGES
- COLORED PHOTOS
- BLACK OR VERY BLACK AND WHITE DARK PHOTOS
- GRAY SCALE DOCUMENTS

## IMAGES ARE BEST AVAILABLE COPY.

As rescanning documents *will not* correct images,  
please do not report the images to the  
Image Problem Mailbox.

**THIS PAGE BLANK (USPTO)**



Europäisches Patentamt  
European Patent Office  
Office européen des brevets

(11) Publication number:

0 063 092  
A1

(12)

## EUROPEAN PATENT APPLICATION

(21) Application number: 82630031.1

(51) Int. Cl.<sup>3</sup>: C 08 L 21/00  
//(C08L21/00, 65/00)

(22) Date of filing: 06.04.82

(30) Priority: 09.04.81 US 252636

(71) Applicant: THE GOODYEAR TIRE & RUBBER COMPANY  
1144 East Market Street  
Akron, Ohio 44316(US)

(43) Date of publication of application:  
20.10.82 Bulletin 82/42

(72) Inventor: Scriver, Richard Martin Jr.  
3096 Alexander Road  
Atwater Ohio 44201(US)

(84) Designated Contracting States:  
DE FR GB IT LU

(74) Representative: Weyland, Joseph Jean Pierre  
Goodyear International Tire Technical Center Patent  
Department Avenue Gordon Smith  
L-7750 Colmar-Berg(LU)

(54) Pneumatic tire.

(57) A pneumatic rubber tire 1 having sulfured vulcanized  
rubber tread composition 2 containing a ring-opened  
polymerized dicyclopentadiene resin.

PNEUMATIC TIREField of the Invention

This invention relates to tires. The invention particularly relates to pneumatic tires having a  
5 rubber tread composition.

Background of the Invention

Pneumatic rubber passenger tires are composed of elements which conventionally include a tread of a rubber composition. The tread rubber is conventionally  
10 compounded to provide reasonable passenger comfort, wear and traction.

However, in passenger tires for vehicular transportation it has become increasingly important to improve the energy efficiency of the tire by reducing its  
15 rolling resistance. Such a reduction would desirably reduce required vehicular engine fuel, thereby providing an energy savings.

Although it is desired to compound the tire's tread composition to reduce the rolling resistance of  
20 the tire without substantially degrading the wear and traction features of the tire itself, usually traction is often expected to be somewhat reduced as may be evidenced by a decrease in wet skid resistance of the tire.

25 Therefore, it is desirable to provide a pneumatic tire having a relatively low rolling resistance with a tread which provides reasonable traction.

Disclosure and Practice of the Invention

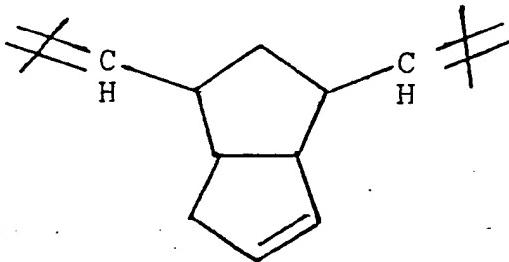
In accordance with this invention, a pneumatic  
30 rubber tire is provided with a sulfur vulcanized rubber tread composition containing carbon black, zinc oxide, cure accelerator, fatty acid and/or metal salt thereof, such as for example, stearic acid or zinc stearate, and rubber processing oil;  
35 wherein said tread composition also contains about 2 to about 15, preferably about 3 to about 10 parts by

weight per 100 parts by weight rubber (phr) of a ring-opened polymerized dicyclopentadiene resin characterized by having a softening point in the range of about 95°C to about 120°C.

- 5 Preferably, such tread composition is comprised of diene rubber, about 60 to about 90 phr carbon black, about 2 to about 5 phr zinc oxide, about 2 to about 5 phr stearic acid and/or zinc stearate, cure accelerator in the range of about 0.5 to about 2 phr and, on a  
 10 basis prior to curing the rubber, sulfur in the range of about 0.5 to about 2.5 phr.

Such tread rubber composition is considered to be general in nature and selection and quantity of ingredients may be optimized for special applications.

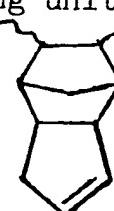
- 15 However, it is considered that the particular type of poly(dicyclopentadiene) in the composition is a departure from accepted practice. The resin is required to be prepared by a ring-opening polymerization of dicyclopentadiene and thereby composed of at least 90  
 20 percent of repeating units having the following ring opened type of structure:



25

Conventional poly(dicyclopentadiene) resins are well known. They contain a much lower content of unsaturated carbon-to-carbon double bonds than the  
 30 resins used in this invention. They thus differ significantly from the ring-opened polymerized monomer and are complex materials understood to be composed primarily of repeating units having the structure:

35



It is important to appreciate that the poly(dicyclo-pentadiene), in effect, replaces about 5 to about 20 phr of the normally desired processing oil. In other words, if the dicyclopentadiene resin were not used, it would 5 be expected that an amount of processing oil would be increased by about 5 to about 20 phr. Often, the dicyclopentadiene resin, in a sense, replaces a part of the processing oil on the basis of about 0.5/l to about 1/l parts by weight resin per part by weight 10 replaced oil.

The invention is particularly applicable to pneumatic tires having a generally toroidal shape with two spaced, essentially inextensible beads, outer tread adapted to be ground-contacting, sidewalls 15 contacting said beads and tread and a supporting carcass.

The term "pneumatic tire" is used herein to refer to tires of both the pneumatic and semi-pneumatic type. Conventionally, pneumatic tires rely upon 20 an internal air pressure to maintain its shape when mounted on a rim and placed under load, whereas a semi-pneumatic tire, although containing a gas such as air which might be under pressure in the tire cavity, it does not completely rely upon the gas for 25 support of the tire itself.

A measure of energy absorbed by a cured rubber sample being deflected under compression force as the difference between energy applied to compress the rubber and energy expended by the sample as it rebounds 30 has been found to be important value in evaluating its ability to provide a tire tread which will reduce the tire's rolling resistance.

Such a measure or property of the rubber sample can be referred to as its loss compliance value. The 35 loss compliance value relates to energy absorbed, under test, at a constant stress amplitude. Under such test, a block of cured compounded rubber is displaced at a relatively rapid frequency under continuous compression.

It has been observed that cured rubber compositions with similar loss compliance values, when used as tire tread composites, generally provide tires with similar rolling resistance characteristics. It has 5 been observed that a decrease of the loss compliance value (less energy absorbed) for a tread composition, the lower the rolling resistance value becomes for the corresponding tire.

However, it should be appreciated that reduced 10 tire rolling resistance accomplished by using a tread rubber of reduced loss compliance value is considered to potentially reduce the tire's traction, or wet skid resistance.

Tire tread traction is conventionally measured 15 or evaluated by the tire's dry and/or wet skid resistance. The wet skid resistance is considered to be a more sensitive measure of traction than dry skid resistance.

It is an important feature of this invention that it has been observed that adding the required 20 poly(dicyclopentadiene) resin to a tread rubber composition (in effect replacing part of its oil), can provide a tire with a relatively low rolling resistance while also providing a good wet skid resistance.

The dicyclopentadiene resin used in this invention 25 can conveniently be prepared by ring-open polymerizing dicyclopentadiene in the presence of a suitable catalyst such as tungsten hexachloride with an appropriate cocatalyst such as, for example, tetrabutyl tin. Usually an organic solvent is used such as benzene, toluene or 30 cyclohexane and its molecular weight can be regulated by conventional ring-opening polymerization process such as with an acyclic olefin, for example, 1-hexene.

Various carbon blacks can be used for purpose of this invention representative of which are, for example, 35 intermediate super abrasion furnace black (N220) sometimes referred to as ISAF, super abrasion furnace

black (N110) sometimes referred to as SAF, and high abrasion furnace black (N330) sometimes referred to as HAF.

Various oils compatible with rubber typically used  
5 but which are at least in part, replaced by the dicyclopentadiene resin are generally referred to as rubber processing oils. Representative of such oils are paraffinic, naphthenic, aromatic aromatic, pine tar and synthetic oils. Tread stock of compounded  
10 rubber generally utilizes a synthetic rubber processing oil of the aromatic/naphthenic type.

It is understood in the practice of this invention that in the compounding of the rubber various conventional materials can be used such as antioxidants,  
15 antiozonants, accelerators, fillers, plasticizers and the like.

The invention is illustrated by the accompanying drawing which is a perspective view of a vehicular rubber tire 1 with a cut-away section showing a cross-  
20 section of its tread 2, sidewalls 3 and supporting carcass plies 4. The tire is shown as being mounted on a rim 5 and inflated. The tread 2 is of the compounded rubber required by this invention, which may extend into the shoulder of the sidewall 3, in order to provide  
25 a mounted and inflated tire having good rolling resistance and traction. The thickness of the rubber tread composition on the tire can vary over a reasonably considerable range depending upon a number of factors including the actual size of the tire and its intended  
30 use.

The practice of this invention is further illustrated by reference to the following examples which are intended to be representative rather than restrictive of the scope of the invention. Unless otherwise  
35 indicated, all parts and percentages are by weight.

Example 1

Rubber compositions were formulated to prepare an extruded tread stock comprised of the general recipe shown in Table 1. In Table 1 formulation A is experimental and represents the practice of this invention. In formulation B, a control comprised of a more conventional formulation is shown.

Pneumatic tires of conventional construction (grooved tread, sidewalls, spaced beads, and supporting fabric-reinforced carcass) were built, shaped and cured in a conventional tire mold. The tires were identified as Custom Polysteel BR78-13 passenger tires which indicate that they had a radial ply polyester cord-reinforced carcass with circumferential steel cord belts, similar to the drawing in this specification, except that the simplified drawing does not illustrate the belts and shows only simple grooves for the tread.

The tread rubber compound of the conventional control sample and experiment (B) was composed of 30 parts polybutadiene rubber and 96.25 parts butadiene/styrene rubber which contained about 26.25 parts aromatic-type rubber processing oil. Thus, 70 parts butadiene/styrene rubber was used.

Table 1

Components	(Experimental)		(Control) B
	A	X	
Polybutadiene rubber	30.00		30.00
Butadiene/styrene rubber, oil extended (26.25 parts oil)	96.25		96.25
Poly(dicyclopentadiene)resin <sup>1</sup>	4.0		-----
Carbon black (ISAF)	70.00		70.00
Waxes	3.00		3.00
Processing Oil	3.00		9.00
Antioxidant	2.00		2.00
Accelerator	1.00		1.00
Zinc Oxide	3.00		3.00
Sulfur	1.75		1.75

<sup>1</sup>Poly(dicyclopentadiene) of the ring-opened polymerization type having a softening point of about 105°C.

The compounds (A and B) shown in Table 1 were mixed, extruded and applied to a radial ply rubber tire carcass and accompanying sidewalls. The tires A and B corresponding to tread compounds A and B 5 were molded through shaping and curing under pressure to form the resulting vehicular tires.

Samples of such compounded rubber (A and B) were cured and tested and found to have a loss compliance of essentially equal values. The results of the test 10 are shown in Table 3.

Table 3 (Loss Compliance Values)

<u>Temperature of Test (°C)</u>	<u>Experimental Composition (A)</u>	<u>Control Composition (B)</u>
15	27	.0190
	38	.0215
	49	.0219
	60	.0244
	71	.0249
	82	.0261
20	93	.0255
	104	.0246
	116	.0259
		.0252

The tires (A and B) were mounted on rims, inflated 25 and submitted to testing. The test values for the control were normalized to a value of 100 for comparison purposes. The tire (A) with the experimental tread (A) was tested and its test values compared to the values of the control tire (B) and reported relative to the 30 normalized values of 100 for the control as shown in Table 2.

Table 2

<u>Test</u>	<u>Tire Test Results</u>	
	<u>Experimental A</u>	<u>Control B</u>
Rolling Resistance	100	100
5 Energy Efficiency	100	100
<u>Traction:</u>		
Wet	108	100
Dry	100	100

Thus, the tire with the experimental tread (A) of  
 10 this invention demonstrated equal rolling resistance  
 with an improvement in wet traction.

The rolling resistance was determined by mounting the  
 tire and allowing it to be turned by a 67 inch diameter  
 dynamometer under about 80 percent of its rated load  
 15 at a rate equivalent to a vehicular speed of 50mph and  
 the drag force measured. The test is believed to be  
 somewhat standard.

It is to be emphasized that the value for rolling  
 resistance, was equal while improving wet skid  
 20 resistance. Indeed, the results shown in Table 2  
 indicate the relative values for rolling resistance  
 (Control B and Experimental A tires) to be 100 while  
 the wet skid resistance of Experimental B tire was  
 actually 108 (a desirably higher resistance) as compared  
 25 to a normalized value of 100 for the control tire. The  
 wet skid resistance values are considered to be a  
 better and more sensitive test than the dry skid values  
 which remained at a value of 100.

The skid resistance was a standard test in which the  
 30 tires (A and B) are mounted on an axle of a  
 weighted, drawn trailer at various speeds and brakes of  
 the trailer applied and skid force (peak and slide)  
 measured and compared to a control.

The energy efficiency was compared by actually  
 35 measuring quantity of fuel used in propelling an automobile

using the tire and was noticeably about the same for the two tires.

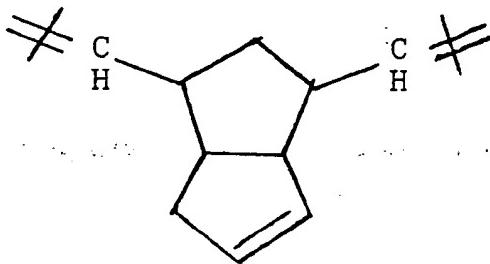
While certain representative embodiments and details have been shown for the purpose of illustrating 5 the invention, it will be apparent to those skilled in this art that various changes and modifications may be made therein without departing from the spirit or scope of the invention.

CLAIMS

1. A pneumatic rubber tire having a sulfur vulcanized rubber tread composition containing carbon black, zinc oxide, cure acerlerator, fatty acid and/or metal salt thereof, and rubber processing oil; wherein said tread composition also contains about 2 to about 15 phr of a ring-opened polymerized dicyclopentadiene resin characterized by having a softening point in the range of about 95°C to about 10 120°C.

2. The tire of claim 1 where said resin is composed of at least 90 percent of repeating units having the following ring opened type of structure:

15



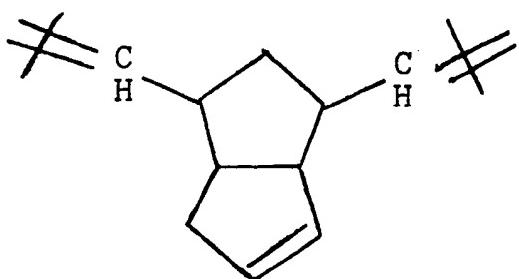
20 3. The tire of claim 2 where said fatty acid and/or metal salt thereof is stearic acid and/or zinc stearate.

4. The tire of claim 1 having a generally toroidal shape with two spaced, essentially inextensible beads, outer tread adapted to be ground-contacting, sidewalls 25 contacting said beads and tread and a supporting carcass; where its said tread composition is comprised of diene rubber, about 60 to about 90 phr carbon black, about 2 to about 5 phr zinc oxide, about 2 to about 5 phr stearic acid and/or zinc stearate, cure accelerator in the range 30 of about 0.5 to about 2 phr and, on a basis prior to curing the rubber, sulfur in the range of about 0.5 to about 2.5 phr; and where said tread composition contains about 3 to about 10 phr of said dicyclopentadiene resin.

35 5. The tire of claim 4 where said resin is composed of at least 90 percent of repeating units having the

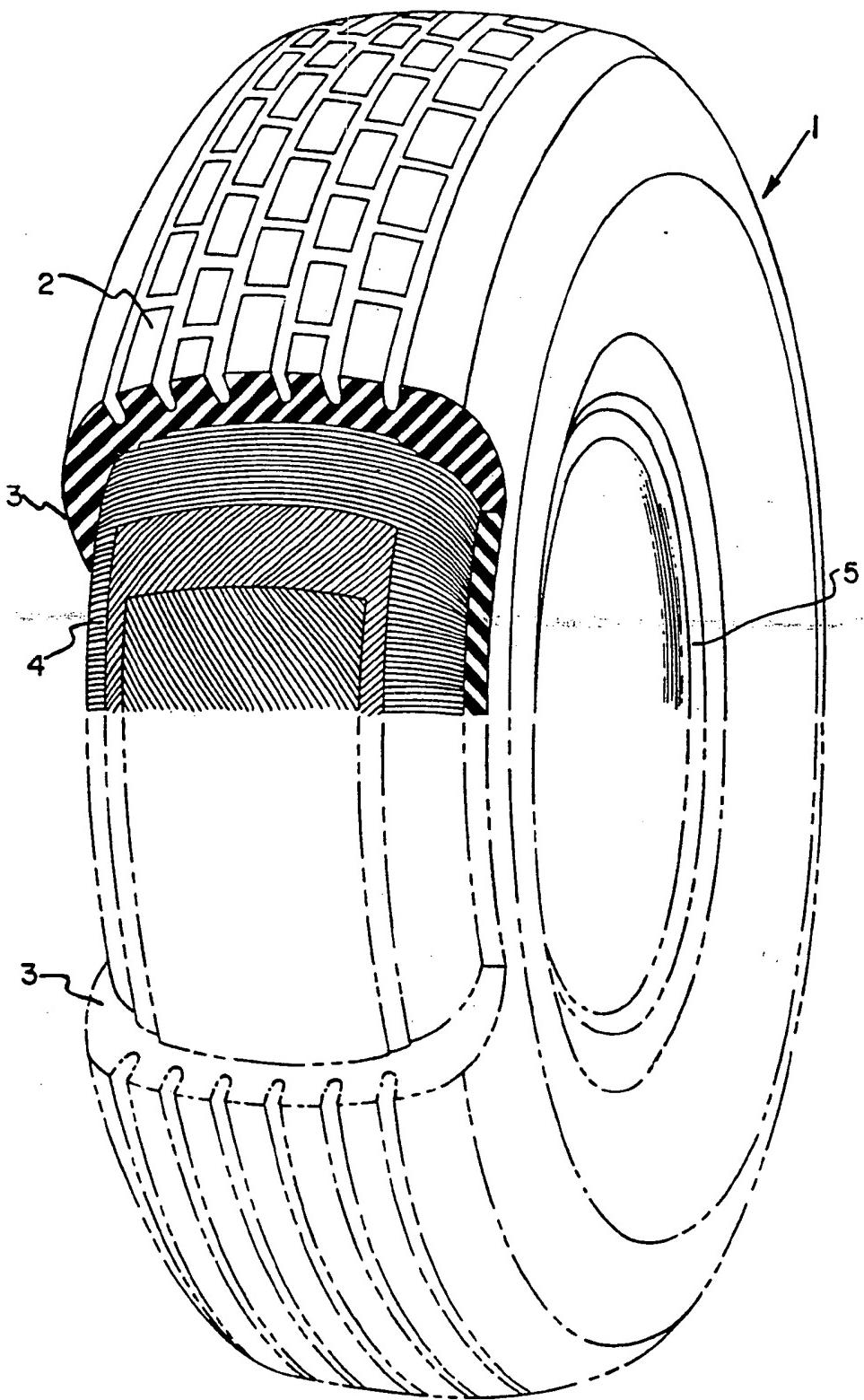
following ring opened type of structure:

5



0063092

1 / 1





European Patent  
Office

## EUROPEAN SEARCH REPORT

0063092

Application number  
EP 82 63 0031

### DOCUMENTS CONSIDERED TO BE RELEVANT

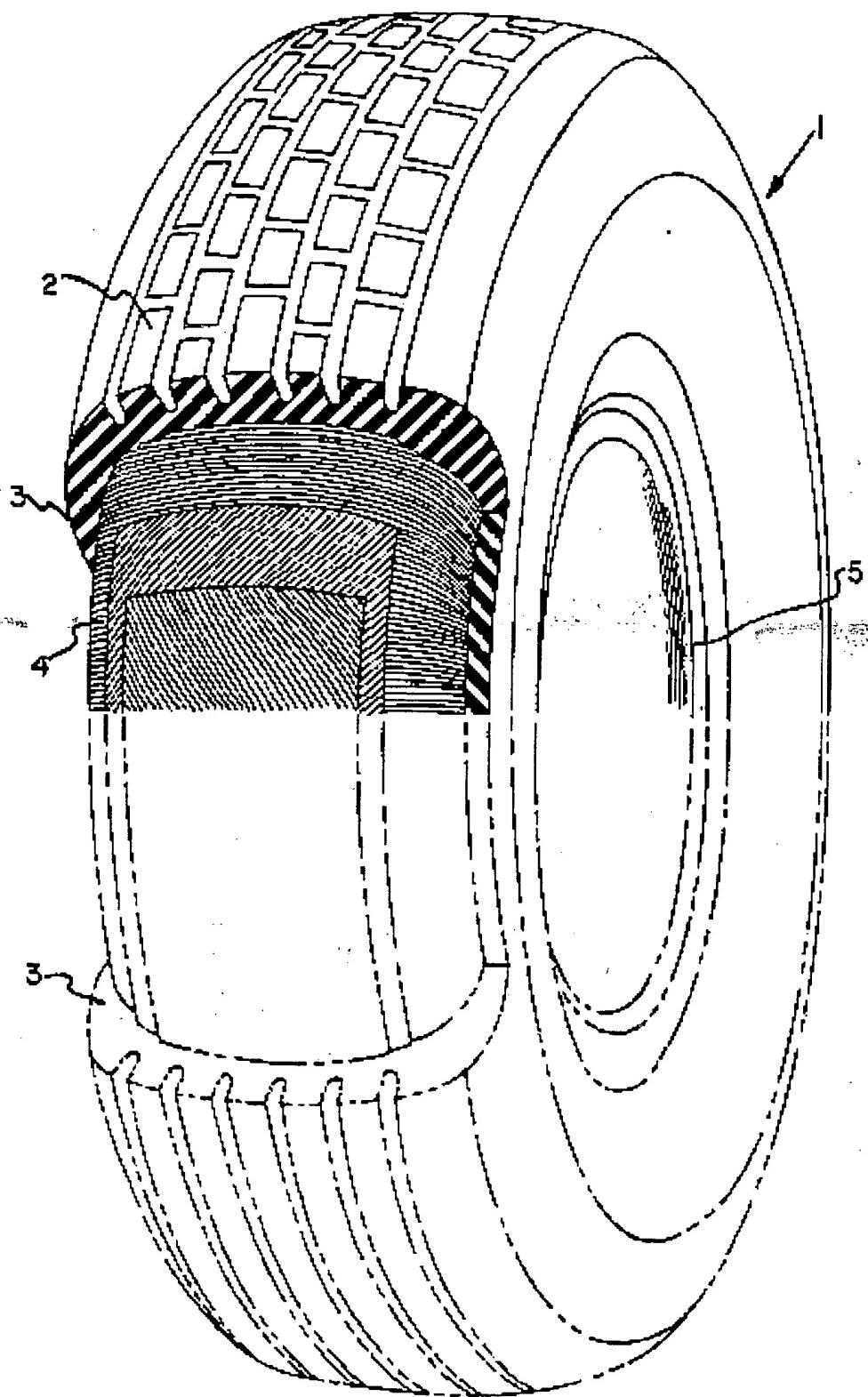
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. *)
A	<p>CHEMICAL ABSTRACTS, volume 90, nr. 8, February 19, 1979, ref.56115s, page 60 COLUMBUS, OHIO (US) &amp; JP - A - 78 115 763 (KANEFUCHI CHEMICAL INDUSTRY CO.LTD.) October 9, 1978</p> <p>* the whole abstract *</p> <p>--</p>		<p>C 08 L 21/00 //(C 08 L 21/00 65/00)</p>
A	<p>US - A - 3 927 144 (N.HAYASHI et al.)</p> <p>* column 1, lines 6-13; column 2, lines 12-21; column 3, line 9 *</p>		<p>TECHNICAL FIELDS SEARCHED (Int. Cl. *)</p> <p>C 08 L B 60 C</p>

The present search report has been drawn up for all claims

Place of search	Date of completion of the search	Examiner
THE HAGUE	June 14, 1982	VAN HUMBEECK
CATEGORY OF CITED DOCUMENTS		
X : particularly relevant if taken alone	T : theory or principle underlying the invention	
Y : particularly relevant if combined with another document of the same category	E : earlier patent document, but published on, or after the filing date	
A : technological background	D : document cited in the application	
O : non-written disclosure	L : document cited for other reasons	
P : intermediate document	& : member of the same patent family, corresponding document	

0063092

1 / 1



**THIS PAGE BLANK (USPTO)**